

Appendix D. Cumulative Project List

The following plans and projects were considered during development of the Trails Plan/EA:

Comprehensive Bicycle Master Plan (City and County of San Francisco)

The Master Plan provides for improved transit access for bicycles, and funding for bicycle improvements to increase road safety. Its goals include: improving regional connectors (the Bay Bridge is especially important for bike and pedestrian access); providing intermodal connections (MUNI, BART, GG Transit, Ferries, SamTrans, CalTrain, etc.) for commuters between counties; and making San Francisco Bay Trail improvements, including completion of the bicycle route along the San Francisco Bay shoreline. The Master Plan is being updated to reflect changes that have taken place since the plan was approved in 1997.

2001 Regional Bicycle Plan for the San Francisco Bay Area (Metropolitan Transportation Committee)

The Plan, a component of the 2001 Regional Transportation Plan for the San Francisco Bay Area, is regional in focus and concentrates on broader policies and programs, deferring to local decision-makers on specific routes and facilities. Its objectives are to:

- Define a network of regionally significant bicycle routes, facilities, and necessary support programs
- Identify gaps in the network and recommend specific improvements needed to fill these gaps in the system
- Develop cost estimates for build-out of the entire regional network
- Develop a funding strategy to implement the regional bicycle network
- Identify programs to help local jurisdictions become more bicycle-friendly

Presidio Vegetation Management Plan (National Park Service/Presidio Trust)

The VMP provides a management framework for protecting, enhancing, restoring and rehabilitating the native and planted vegetation of the Presidio (Areas A and B). The VMP guides the actions affecting plant resources of the Presidio. It establishes three broadly defined management zones for the Presidio, develops goals, objectives, and strategies for each, and defines the baseline extent of the historic forest. The guidance provided by the VMP will reduce the potential for adverse effects on park resources and establish a framework for a coordinated management effort in rehabilitating and restoring native plant communities, historic forests and landscaped areas of the Presidio.

Crissy Field Marsh Expansion Technical Study (National Park Service/Presidio Trust/Golden Gate National Parks Association)

The Marsh Study will identify a broad array of options for ensuring the long-term viability of Crissy Marsh and describe the benefits, costs, impacts, conflicting resource values and trade-offs associated with each option. It will provide sufficient technical information to inform a subsequent decision-making process that would carry selected options forward for further study, environmental analysis and potential implementation.

Crissy Field Project (National Park Service)

The Crissy Field Project transformed a 100-acre area of asphalt into a shoreline national park through a unique partnership among public, private and philanthropic sectors. The Golden Gate Promenade at Crissy Field, part of the 400-mile San Francisco Bay Trail, is a multi-use trail that is an important corridor between San Francisco and the Golden Gate Bridge. Secondary pathways adjacent to Mason Street provide alternate routes through the project area for bicycles and pedestrians. Principal features of the project are a 28-acre grassy field representing the historic Crissy airfield, a sheltered picnic area, a 10-acre tidal marsh and the Crissy Field Center (a community environmental center).

Presidio Trust Management Plan (Presidio Trust)

The PTMP is a comprehensive land use, transportation and program plan for Area B, the portion of the Presidio transferred to the Trust's jurisdiction in 1998. The PTMP sets forth land use preferences and development guidelines to inform future land use and implementation decisions. Key components of the PTMP include preservation of historic resources, expansion of open space, reduction in building space from 5.96 million sf to 5.6 million sf, and providing an enhanced level of cultural and educational programs for park visitors. The PTMP calls for a seamless network of trails and bikeways through the Presidio, and commits the Trust to undertaking the most pressing trail repairs and setting priorities for future enhancements. PTMP promotes initiating a Trails Stewardship Program to promote public support and interest in trail maintenance and improvement following adoption of the Trails Plan.

Letterman Digital Arts Center (Presidio Trust)

The Letterman Digital Arts Center, a major facility currently under development, is located on a 23-acre site in the eastern portion of the Letterman District near the Lombard Gate. It will be the largest physical change to the Presidio's built environment. The 850,000-sf facility will be more consistent with the scale and architectural character of the historic district than the buildings it replaces. The LDAC will provide a large, public open space at Lyon and Lombard Streets, offering opportunities

for passive recreation and pedestrian access, including a new gateway at the intersection of Lyon Street and Chestnut Street. Parking will be provided underground.

***Mountain Lake Enhancement Plan
(Presidio Trust / National Park Service / Golden Gate National
Parks Association)***

The Mountain Lake Enhancement Plan has three goals: improve water quality, enhance habitat and improve public access. Elements of the project include dredging to remove sediment, replacing exotic trees with native woodland, removing weeds in existing habitat, planting trees along Park Presidio Boulevard to buffer the lake from the roadway and constructing an unpaved, interpretive trail with several overlooks and benches.

Presidio Water Recycling Project (Presidio Trust)

The Presidio Water Recycling Project entails the constructing and operating of a small (500,000 gallons per day) water recycling system (located within an existing Presidio building in the Letterman District) and corresponding system components, including delivery pipelines and recycled water storage. The proposed water recycling plant would treat wastewater generated at the park so that it meets or exceeds Title 22 water quality standards for recycled water. Phase 1 would have a maximum treatment capacity of 200,000 gpd and would serve Crissy Field and the LDAC site.

***Presidio Environmental Remediation Program
(Presidio Trust)***

Pursuant to a 1999 agreement with the U.S. Army and the National Park Service, the Presidio Trust is cleaning up hazardous materials contamination from prior military uses at the Presidio, in compliance with governing environmental clean-up agreements. Clean-up sites include landfills and areas contaminated with petroleum products. The Trust intends to complete the clean-up program in ten years, with Area A of the Presidio cleaned up in four years. Remediation will be followed by revegetation in conformance with the VMP.

***Tennessee Hollow Riparian Corridor Enhancement Project
(Presidio Trust)***

In Fall 2001, the Trust initiated planning to restore Tennessee Hollow, to restore a functioning stream ecosystem with associated riparian and wetland habitats; improve the quality of freshwater flows into Crissy Marsh; improve management practices in the surrounding watershed; protect and enhance cultural and archaeological resources; provide recreational, educational and interpretive opportunities; and adapt existing infrastructure to support the restoration. Surface drainage and native riparian habitat will be restored along the three natural drainages in Tennessee Hollow, including El Polin Spring. Restoration will expand riparian habitats and allow for an integrated

system of freshwater streams and freshwater, brackish and tidal marsh, reestablishing a connection to Crissy Marsh.

Presidio Shuttle Service (Presidio Trust)

The Trust provides an alternative-fuel internal shuttle service ("PresidiGo") linked to public transit stops. The service connects to both San Francisco Municipal Railway (MUNI) and Golden Gate Transit bus lines and could be made available upon request to school or community groups for park-related activities. New bus shelters will be built to serve both public transit and the internal shuttle, and will provide lighting, visitor orientation, route maps and schedules.

Golden Gate Bridge District Seismic Retrofit, Phase II (Golden Gate Bridge, Highway and Transportation District)

The Seismic Retrofit is divided into two phases. Phase I, now completed, is the retrofit of the north abutment of the bridge. Phase II, which began in the summer of 2001, will retrofit the southern abutment of the bridge. Phase II also requires heavy truck traffic on existing roads and trails, and possible use of trails as staging areas. Trail routes through and to the area may need to be relocated temporarily to reduce vehicle, pedestrian and bicycle conflicts. Bicycles and pedestrians share Battery East Road and Marine/Long Drives with construction trucks from Monday to Thursday during working hours.

Golden Gate Bridge District Remediation, Phase II (Golden Gate Bridge Highway and Transportation District)

Remediation of contaminated soils below the Golden Gate Bridge is occurring as a two-phase project. Phase I, now completed, focused on cleanup of contamination in areas directly below the bridge where safe access was needed for construction crews working on the Golden Gate Bridge Seismic Retrofit Project. Affected areas include Battery East and popular vista areas near the bridge. Phase II will continue to investigate contaminated soils to determine where remediation is required to protect public health and natural resources. The Phase II planning horizon is approximately 5 years.

Golden Gate Bridge Toll Plaza Redesign (Golden Gate Bridge, Highway and Transportation District)

The redesign of the Golden Gate Bridge Plaza will provide visitor facilities and interpretive exhibits of the bridge and coastal fortifications, and provide visitor orientation to the Golden Gate National Recreation Area. The maintenance yard used by GGBHTD will be relocated away from the plaza to allow parking and pedestrian improvements that will reduce safety hazards and enhance the viewshed. Trail and bikeway improvements in the vicinity of Fort Point, the Golden Gate Bridge Plaza, and the Coastal Trail are part of this planning effort.

***Doyle Drive Environmental and Design Study
(San Francisco County Transportation Agency)***

The Doyle Drive Environmental and Design Study proposes to replace the roadway leading from San Francisco to the south anchorage of the Golden Gate Bridge to improve seismic, structural, and traffic safety of the roadway. A number of alternative roadway designs are being considered. The project includes direct access from Doyle Drive to the northeast corner of the Presidio near the Palace of Fine Arts parking lot. The project anticipates the connection of the Tennessee Hollow drainage to an expanded Crissy Marsh. The project will maintain automobile, pedestrian and bicycle access during construction. Permanent trail and bikeway connections provided for as part of the project design would be consistent with those identified in the Trails Plan.